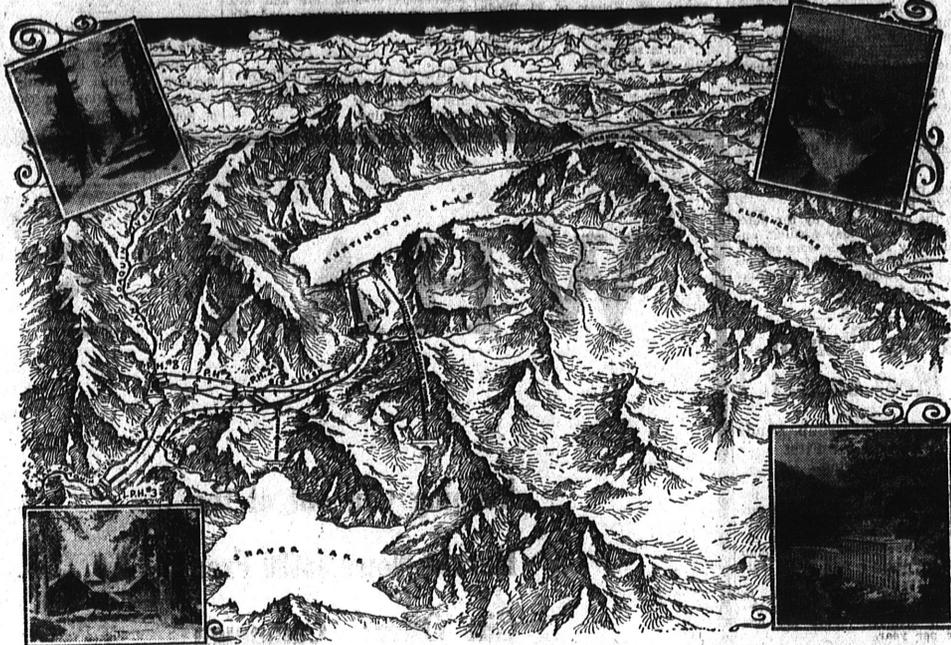


Edison Company Hosts to Newspaper Men at Big Creek Project



These three beautiful mountain lakes high in the High Sierra, 70 miles northeast of Fresno, are a very essential part of the Big Creek-San Joaquin River hydro-electric construction project which the Southern California Edison Company has had under way for more than 15 years. These lakes are the man made reservoirs in which the waters from the mountain streams may be held in control and drawn off as needed throughout the year.

Upper Left—Glimpse of the road along Huntington Lake, the original reservoir of the project. Upper Right—Diversion dam below Power House No. 3. Water leaving

Newspaper men of southern and central California, accompanied by officials of the Southern California Edison Company, just completed a three day inspection tour of the Big Creek-San Joaquin River project where the Edison Company has built a chain of power houses with a total capacity of 452,200 horsepower.

Leaving the floor of the San Joaquin Valley at Fresno, the party travelled over the San Joaquin & Eastern Railroad to Big Creek, which is the center of the Edison Company's operations, and thence by stage to Huntington Lake which lies at an elevation of 7000 feet above sea level. The tour included a trip to Shaver Lake, the company's largest reservoir, which was completed last fall, and also the new power house No. 2-A which

This power house is temporarily checked behind this dam, and then sent down through the tunnel to Power House No. 3, eight miles down stream. Lower Left—Huntington Lake Lodge, vacation headquarters for thousands of summer pleasure seekers. Lower Right—Power House No. 2-A (left). Power House No. 2 (right). Power House No. 2-A was recently completed and brought into service. It has a capacity of 112,000 horsepower and with it in use, the entire Big Creek-San Joaquin River series of hydro-electric plants has a capacity of 452,200 horsepower.

The next few years will be in the extension of our distribution lines for the service of customers rather than in the construction of more power houses. When more generators are necessary, we can meet the situation readily by merely making additions to the present power plants, both hydro and steam.

"During the next five years we plan to spend throughout our territory the sum of \$130,000,000, largely for extensions to our distribution system. Of this amount \$68,000,000 will be for payroll to all the territory served by our company. During the current year we will add to our lines 300,000 horsepower of new business. This is the result of new industries coming into the territory, the greater application of electricity on the farms and the more general use of electricity in the homes, particularly for cooking and refrigeration."

As a necessary part of its water power program, the Edison Company has created three beautiful artificial lakes in the High Sierra known respectively as Huntington, Florence and Shaver. These three lakes are from 5,500 to 7,300 feet above sea level and have a combined storage capacity of 292,000 acre feet (an acre foot being equivalent to one acre of water one foot deep). Shaver Lake, with a capacity of 135,570 acre feet, is the largest and latest member of the chain. Huntington Lake, the oldest of the group, is the next in size with 89,000 acre feet capacity; Florence Lake, the most remote of the three, will hold 67,400 acre feet.

Three dams were necessary to transform a mountain meadow into Huntington Lake. Florence Lake was formed by building a multiple arch dam 3,200 feet long, with a maximum height of 147 feet across the course of the south part of the San Joaquin River. This is one of the largest multiple arch dams ever constructed. At Shaver Lake, a concrete dam of the gravity section type, 2,222 feet long at the crest, and having a maximum height of 183 feet, was constructed, requiring more than 283,000 cubic yards of concrete. Connecting Florence and Huntington Lakes is the world-famous Florence Lake tunnel which was completed in 1926 after 4 1/2 years of work calling for the solution of innumerable engineering problems. It was on this job that Alaskan dog teams were used to carry mail and emergency supplies to camps which were entirely snowbound during the winter months. Florence Lake Tunnel is the longest water tunnel of its size ever constructed, having 13 1/4 miles and a cross section 15 feet square.

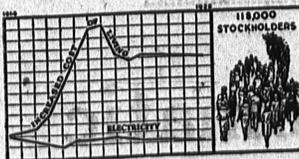
"In addition to creating a power supply of half a million horse power, the Big Creek project serves to regulate the flow of the San Joaquin River," Mr. Ballard said. "During the winter, water is stored in these three great lakes and released in a regular volume to the ranchers in the valley below, which is to their great advantage. Water which formerly was wasted in the Pacific Ocean is now available during the dry summer months when it is most needed. For example, on the day of the visit the amount of water discharged into the river made a total flow four times as great as it would have been without such storage. An interesting by-product of the whole program is the use made of these lakes and the roads connecting them by summer tourists. Huntington Lake is the mecca for thousands of tourists each year and Shaver Lake may be opened later when construction conditions permit. Three steel power transmission lines have been built from Big Creek to Southern California carrying electricity at 220,000 volts. These are directly connected with

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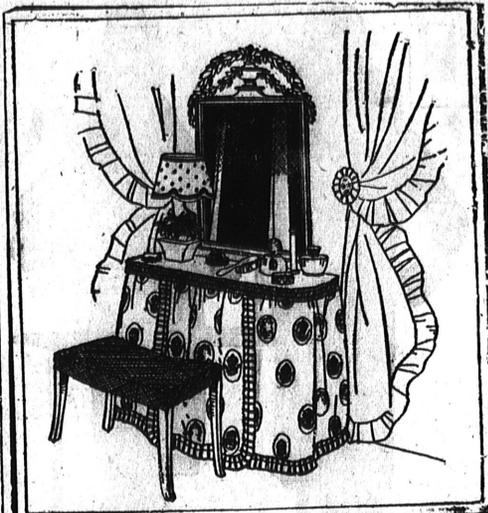
Electricity is unusually cheap in Central-Southern California, because "Edison" always has been a people's project . . . owned by those it serves. Californians are loyal to their country they know electricity is an essential as sunshine and water to its development.

Edison partners, 118,000 of them, are Californians, well content to take part of their profits out of the growth of the country, intent upon helping their country to grow.

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COMBINING PLAIN AND FIGURED MATERIALS

When bedroom curtains are of some plain material such as linen, gauze, or sunfast organdie, it is advisable to use a figured fabric for bedspreads and dressing table drapery in order to bring the note of design into the room. Flowered chintz is charming for dressing table use and if it is not too highly glazed, it may be used for the bedspreads also. Sketched today is an effective dressing table hung in plain and figured chintz. The top is a wooden board covered with plain glazed chintz in a color to harmonize with the flowered drapery. To this is tacked the skirt, which is in three sections. This portion is of figured chintz the bottom and the edges of the center section being trimmed with narrow box pleated ruchings of plain glazed chintz, the same color as the shelf covering. A wider band of ruching is then tacked onto the edge of the shelf as a finish. The dressing table stool may be covered in the glazed chintz of the shelf, or in a narrow checked or striped material in harmonizing tones. Mrs. Ernest Martin of Amelia street and her mother, Mrs. Anna Richards of Wilmington attended the Warner Bros. theatre in Los Angeles Sunday.

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heed Vega Monoplane in which he established his great non-stop transcontinental record of 19 hours and 35 minutes last month with Richfield Aviation Gasoline, battled through terrific electrical storms and head winds throughout the entire trip which he characterized as the most perilous flight of his career and was forced down in Prescott, Arizona, because of lack of fuel. Taking off again immediately after refueling, he finally reached Los Angeles almost five hours behind his previous record.

This greatest air derby the world has ever known has done much to prove the sterling courage and skill of the pilots, the speed and stamina of planes and motors and the dependability of motor fuel.

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Winners of the Class "A" Transcontinental, of the Class "C" Transcontinental, and of the Class "A" California events, as well as Art Goebel, the only non-stop entry to reach Los Angeles—used Richfield Aviation Gasoline. A record not only unequalled by any other gasoline, but greater than all of the other gasolines that were used, combined!

Earl Rowland and Robert Cantwell, winners of the Class "A" and Class "C" Transcontinental races, and H. S. Myrnes, winner of the California Class "A" event all made great records.

Art Goebel flying the same Lockheed-Vega Monoplane in which he established his great non-stop transcontinental record of 19 hours and 35 minutes last month with Richfield Aviation Gasoline, battled through terrific electrical storms and head winds throughout the entire trip which he characterized as the most perilous flight of his career and was forced down in Prescott, Arizona, because of lack of fuel. Taking off again immediately after refueling, he finally reached Los Angeles almost five hours behind his previous record.

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